Vice-President and General Manager.

Assistant General Manager.

ICHARDSON,
Superintendent of Transportation.

SOUTHERN PACIFIC COMPANY
(Pacific System)

File 520-3

Office of Superintendent
Sacramento Division

Circular No. 437.

Sacramento, August 31, 1914.

AGENTS,
ALL CONCERNED,
BULLETIN BOARDS.

Effective September 1st, 1914, the Fernley Branch from Susanville to Westwood, 29.4 miles, will be taken over for operation as a part of the Salt Lake division. Stations and distances as follows:

Distance from San Francisco.	Stations.
381.9	Susanville.
	7.0
388.9	Fredonia.
	1.2
390.1	Bunnel.
	4.7
394.8	Goumaz
	2.5
397. 3	Wheaton.
	2.8
400.1	Westwood Jct.
	6.5
406.6	Facht.
	3.5
410.1	Conman.
	1.2
411.3	Westwood.

All the above stations are rated as Class A freight stations. Later advice will be given of any ticket or telegraph agencies established.

J. H. DYER,
Superintendent.

m76/r/g

Supt. Sacramento Division

Sacramento July 21st,1914.

CIRCULAR NO. 355

TRAINMEN, ENGINEMEN,
    Sacramento,Roseville,Truckee,Sparks.
AGENTS,
    Truckee to Sparks inclusive.

Effective July 22nd,1914,there will be temporary passenger motor car service established between Sparks and Truckee,running extra,handling passengers in both directions,and will run on following schedule,which schedule does not carry any time-table rights,simply information as to time this extra motor car will depart from each station.

Effective same date coach now operated on train No.9 between Sparks and Truckee will be discontinued.

	LEAVE:		ARRIVE:
	10:30 AM	TRUCKEE	7:25 AM
	f	Polaris	f
	f10:45	Prosser Creek	f7:08
	s10:48	BOCA	s7:05
	f	Burckhalter	f
	f	Iceland	f
	f	Wickes	f
	s11:05	Floriston	s6:50
	f11:15	Mystic	f6.44
	f11:21	Calvada	f6:37
	s11:30	VERDI	s6:30
	f11:36	Ware	f
	f	Mogul	f
	f11:45	Lawton	f6:12
	s11:55	RENO	s6:00
	s12:02 PM	Sparks(Pass Depot)	s5:48
Arr.	12:05 PM	Sparks(Dispr Ofs)	5:45 AM Lv

This motor will stop on signal at Union Mills,Farad and Marmol.

(Signed) J.H.Dyer
Superintendent

23 23C
cc W.R.Scott,D.W.Campbell
C.S.Fee,G.F.Richardson
J M Fulton

SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

stop for train No.5 to receive or discharge passengers.

T.F.Rowlands,

Superintendent.

CC Agts Cobre and Wells.
CC Chas.S.Fee,
CC G.F.Richardson,
CC J.M.Fulton,

(Signature)..

I hereby acknowledge receipt of Bulletin Order No...................*and it was posted at*..................*M*

....*191*......

Signed..

Dated..*191*........ *Title*..

SOUTHERN SAFETY PACIFIC

. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. SC
Vice-P

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

9

TIME TABLE

FOR THE

SALT LAKE DIVISION

SOUTHERN
SAFETY
PACIFIC

To Take Effect Wednesday, May 20, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

SCOTT, *ce-President and General Manager.*	D. W. CAMPBELL, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

Eastward FROM SAN FRANCISCO—Sparks Sub-Division—TOWARD SAN FRANCISCO Westward

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS			FIRST CLASS					Distance from San Francisco		Time Table No. 9	Distance from Imlay	FIRST CLASS					SECOND CLASS		
	186	312	254	24	20	6	2	10			May 20, 1914		9	5	19	23	1	311	253	185
	Mixed	Local Freight	Ogden Manifest Freight	Tonopah Express	Pacific Limited	Atlantic Express	Overland Limited	San Francisco Limited					Fast Mail	San Francisco Limited	Pacific Limited	Tonopah Express	Overland Limited	Local Freight	Ogden Manifest Freight	Mixed
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard PFWYTO		5.15AM	**2.05AM**	10.18PM	9.25PM	9.00AM	**2.05AM**	1.55AM	246.2	Automatic Block	DNR **SPARKS** 2.9	137.9	s 4.35AM	s 8.50AM	s 10.30PM	s 7.10PM	s 12.04AM	4.45PM	10.05PM	
118		5.25	2.15	**10.25**	9.30	f 9.06	2.10	2.00	249.1		VISTA 4.0	135.0	4.30	8.45	**10.25**	f 7.00	11.54PM	4.30	9.55	
120		5.40	2.30	10.33	**9.36**	f 9.14	2.16	2.06	253.1		HAFED 4.2	131.0	4.24	8.37	10.12	f 6.50	11.44	4.10	**9.36**	
117 W		5.55	2.45	10.42	9.44	f 9.22	2.23	2.13	257.3		DITHO 4.8	126.8	4.18	8.30	10.02	f 6.40	11.34	3.52	9.12	
118		6.18	3.02	f 10.50	**9.51**	f 9.30	2.31	2.21	262.1		DN CLARK 4.6	122.0	4.11	8.21	**9.51**	f 6.30	11.27	3.31	8.55	
116		6.40	3.20	10.59	9.59	f 9.40	2.38	2.28	266.7		THISBE 2.6	117.4	4.04	8.12	9.44	f 6.20	11.18	3.10	8.40	
26		6.50	3.30	f 11.04	10.03	f 9.45	2.42	2.32	269.3		DERBY 2.1	114.8	3.59	8.07	9.38	f 6.15	11.14	3.00	8.26	
104 W		7.00	3.40	**11.08**	10.07	f 9.50	2.46	2.36	271.4		GILPIN 4.7	112.7	3.55	8.03	9.34	f 6.10	**11.08**	2.50	8.20	
257 Y	**6.00PM**	7.20	**3.47**	f 11.17	10.14	s 10.00	2.53	2.43	276.1		DN **FERNLEY** 1.6	108.0	**3.47**	f 7.53	9.26	f **6.00**	11.02	2.20	8.05	s 9.00AM
43 P									277.7		LUVA (Spur) 2.7	106.4				f				
116	6.10	**7.45**	4.09	11.23	10.20	f 10.10	3.00	2.50	280.4		ARGO 4.0	103.7	3.40	**7.45**	9.18	f 5.48	10.51	1.57	7.50	8.50
120	6.20	8.00	4.25	11.30	10.26	f 10.18	3.06	2.56	284.4		PATNA 3.7	99.7	3.35	7.37	9.12	f 5.39	10.43	.40	7.35	8.40
163 FWYT	s 6.30PM	**8.30**	4.40	s 11.37PM	s **10.35**	s 10.27	3.12	s 3.05	288.1		DNR **HAZEN** 4.4	96.0	s 3.28	s 7.30	s 9.05	5.30PM	**10.35**	1.22	7.23	**8.30AM**
115 W		9.05	4.56		10.42	f 10.35	3.20	3.20	292.5		MASSIE 4.9	91.6	3.20	f 7.23	8.57		10.25	1.02	7.08	
113		9.30	5.15		10.48	f 10.45	3.27	3.32	297.4		FALAIS 4.6	86.7	3.13	7.14	8.49		10.19	12.40	6.52	
118		9.50	5.30		10.54	f 10.55	3.33	3.38	302.0		UPSAL 4.8	82.1	3.07	f 7.07	8.42		10.13	12.05PM	6.35	
115		10.15	5.45		11.00	f 11.05	3.39	3.45	306.8		DESERT 4.9	77.3	3.00	6.59	8.33		10.07	11.40AM	6.20	
121 W		10.37	5.58		11.06	f **11.15**	3.45	3.52	311.7		DN PARRAN 4.4	72.4	2.53	f 6.50	8.25		10.01	**11. 5**	6.05	
118		**10.50**	6.15		11.12	f 11.23	3.51	3.59	316 1		HUXLEY 3.9	68.0	2.47	6.43	8.18		9.55	**10.50**	5.48	
118		11.15	**6.37**		11.17	f 11.32	3.56	4.05	320.0		OCALA 4.2	64.1	2.42	f **6.37**	8.12		9.50	10.30	5.35	
117		11.30	6.57		11.23	f 11.41	4.02	4.11	324.2		MIRIAM 4.2	59.9	2.37	6.30	8.05		9.44	10.15	5.22	
120		**11.50AM**	7.22		11.29	f **11.50**	4.08	4.17	328.4		N TOY 3.4	55.7	2.31	f 6.23	7.58		9.38	10.00	5.07	
117		12.20PM	7.35		11.34	f 11.57AM	4.13	4.22	331.8		TOULON 4.6	52.3	2.26	6.17	7.52		9.33	9.45	4.55	
117		12.35	7.55		11.40	f 12.06PM	4.19	4.28	336.4		GRANITE POINT 4.1	47.7	2.19	f 6.09	7.45		9.27	9.20	4.38	
59 Y		12.50	8.12		11.45	f 12.14	4.25	4.34	340.5		PERTH 3.8	43.6	2.13	6.03	7.37		9.21	8.48	4.25	
203 W		1.14	**8.28**		f 11.55PM	s 12.23	4.30	s 4.41	344.3		DN LOVELOCK 4.7	39.8	2.08	s 5.56	s 7.32		9.15	**8.23**	4.11	
58 W		1.36	8.47		12.03AM	f 12.32	4.36	4.47	349.0		KODAK 4.0	35.1	2.03	5.48	7.23		9.08	8.07	3.55	
88		1.57	9.05		12.09	f 12.40	4.42	4.53	353.2		WOOLSEY 4.6	31.1	1.57	f 5.42	7.14		9.02	7.43	3.40	
98 W		2.20	9.22		12.18	s 12.50	4.50	s 5.01	357.8	Double Track	DNR **NENZEL** 8.2 **NENZEL** 8.2	E.B. 26.3 W.B. 26.5	1.50	f 5.33	f 7.07		8.56	7.20	3.25	
143		3.01	9.56		12.31	f 1.07	5.03	5.13	366.0		RYE PATCH 6.6 RYE PATCH 6.8	18.1 18.3	1.39	5.20	f 6.55		8.46	6.40	2.50	
22		3.35	10.25		12.40	f 1.22	5.14	5.23	372.8		VALERY (Spur) 4.4 VALERY (Spur) 4.4	11.5 11.5	1.29	5.09	f 6.44		8.37	6.15	2.27	
143 W		3.58	10.42		12.47	f 1.30	5.20	5.30	377.2		HUMBOLDT 7.1 HUMBOLDT 7.1	7.1 7.1	1.23	5.01	f 6.36		8.31	5.55	2.10	
Yard PFWYT		4.35PM	11.10AM		s 1.00AM	s ¶1.45PM	s 5.30AM	s 5.40AM	384.3		DNR **IMLAY** **IMLAY**	0.0 0.0	1.14AM	4.50AM	6.25PM		8.21PM	5.30AM	1.45PM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(138.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(0.30)	(11.20)	(9.05)	(1.19)	(3.35)	(4.45)	(3.25)	(3.45)			....................Time over District....................		(3.21)	(4.00)	(4.05)	(1.40)	(3.43)	(11.15)	(8.20)	(0.30)
	24.00	12.18	14.93	31.82	38.53	29.07	42.37	36.82			....................Average Speed per Hour....................		41.22	34.53	33.82	25.14	37.15	12.28	16.57	24.00

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Nos. 1 and 2 will stop at Hazen to receive or discharge passengers to or from San Francisco or Oakland and points east of Ogden.

SUPPLEMENT NO. 3
TO TIME TABLE NO.9
SUSANVILLE SUB-DIVISION
EFFECTIVE 12:01 A.M., November 1-1914.

Eastword From San Francisco Second Class 30 Passenger and Freight Leave Daily	Distance from San Fran.		STATIONS	Distance from San Fran.	Westward Toward San Francisco Second Class 29 Passenger and Freight Arrive Daily
2:15 PM	382.4	DR	SUSANVILLE	29.4	11:30 AM
			8.2		
2:50	390.6		BUNNEL	21.2	10:53
			4.7		
3:15	395.3	D	GOUMAZ	16.5	10:30
			2.5		
3:28	397.8		WHEATON (Spur)	14.0	10:19
			2.8		
3.37	400.6		WESTWOOD JCT.	11.2	10:08
			6.5		
3:52	407.1		FACHT	4.7	9:46
			3.5		
4.02	410.6		CONMAN	1.2	9:34
			1.2		
4:10 PM	411.8	DR	WESTWOOD	0.0	9:30 AM
Arrive Daily			(133.7)		Leave Daily
(1.55)			Time over District		(2:00)
15.30			Average Speed per Hour		14.70

Westward trains are Superior to Trains of the Same class in the Opposite Direction.

W.R.Scott,
Gen'L Manager.

G.F.Richardson,
Supt.of Transportation.

D.W.Campbell,
Asst.Genl.Mgr.

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations		SECOND CLASS 253 Ogden Manifest Freight Arrive Daily	313 Local Freight Arrive Daily Ex. Sunday
Yard	PFWYT	1.00PM	5.35PM
68		12.45	5.00
143	W	12.20PM	4.30
47		11.45AM	3.40
115		11.25	3.20
222	W	11.10	3.00
116		10.45	1.50
58		10.28	1.30
106	W	10.13	1.15
117		9.54	12.25
118		9.40	12.10PM
119		9.25	11.50AM
117		9.15	11.25
117		9.05	11.10
83	FW	8.55	10.53
104		8.44	10.35
59		8.33	10.20
144	W	8.20	10.05
58		7.44	9.30
59		7.15	9.10
112		7.00	8.46
117		6.45	8.05
118		6.30	7.35
113		6.14	7.10
118		5.50	6.45
118		5.40	6.27
72			6.05
116		5.25	6.00
123		5.05	5.45
59		4.43	5.15
Yard	FW	4.20AM	5.05AM
		Leave Daily	Leave Daily Ex. Sunday
	44.61	(8.40) 17.33	(12.30) 12.01

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Nos. 1 and 2 will stop at Winnemucca to receive or discharge passengers to or from San Francisco or Oakland, and points east of Ogden.

Eastward FROM SAN FRANCISCO—Spa

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS			FIRST CLASS						Distance from San Francisco
	186	312	254		24	20	6	2	10	
	Mixed	Local Freight	Ogden Manifest Freight		Tonopah Express	Pacific Limited	Atlantic Express	Overland Limited	San Francisco Limited	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Yard PFWYTO		5.15AM	**2.05AM**		10.18PM	9.25PM	9.00AM	**2.05AM**	1.55AM	246.2
118		5.25	2.15		**10.25**	9.30	f 9.06	2.10	2.00	249.1
120		5.40	2.30		10.33	**9.36**	f 9.14	2.16	2.06	253.1
117 W		5.55	2.45		10.42	9.44	f 9.22	2.23	2.13	257.3
118		6.18	3.02		f 10.50	**9.51**	f 9.30	2.31	2.21	262.1
116		6.40	3.20		10.59	9.59	f 9.40	2.38	2.28	266.7
26		6.50	3.30		f 11.04	10.03	f 9.45	2.42	2.32	269.3
104 W		7.00	3.40		**11.08**	10.07	f 9.50	2.46	2.36	271.4
257 Y	**6.00PM**	7.20	**3.47**		f 11.17	10.14	s 10.00	2.53	2.43	276.1
43 P										277.7
116	6.10	**7.45**	4.09		11.23	10.20	f 10.10	3.00	2.50	280.4
120	6.20	8.00	4.25		11.30	10.26	f 10.18	3.06	2.56	284.4
163 FWYT	s 6.30PM	**8.30**	4.40		s 11.37PM	s **10.35**	s 10.27	3.12	s 3.05	288.1
115 W		9.05	4.56			10.42	f 10.35	3.20	3.20	292.5
113		9.30	5.15			10.48	f 10.45	3.27	3.32	297.4
118		9.50	5.30			10.54	f 10.55	3.33	3.38	302.0
115		10.15	5.45			11.00	f 11.05	3.39	3.45	306.8
121 W		10.37	5.58			11.06	f **11.15**	3.45	3.52	311.7
118		**10.50**	6.15			11.12	f 11.23	3.51	3.59	316 1
118		11.15	**6.37**			11.17	f 11.32	3.56	4.05	320.0
117		11.30	6.57			11.23	f 11.41	4.02	4.11	324.2
120		**11.50AM**	7.22			11.29	f **11.50**	4.08	4.17	328.4
117		12.20PM	7.35			11.34	f 11.57AM	4.13	4.22	331.8
117		12.35	7.55			11.40	f 12.06PM	4.19	4.28	336.4
59 Y		12.50	8.12			11.45	f 12.14	4.25	4.34	340.5
203 W		1.14	**8.28**			f 11.55PM	s 12.23	4.30	s 4.41	344.3
58 W		1.36	8.47			12.03AM	f 12.32	4.36	4.47	349.0
88		1.57	9.05			12.09	f 12.40	4.42	4.53	353.2
98 W		2.20	9.22			12.18	s 12.50	4.50	s 5.01	357.8
143		3.01	9.56			12.31	f 1.07	5.03	5.13	366.0
22		3.35	10.25			12.40	f 1.22	5.14	5.23	372.8
143 W		3.58	10.42			12.47	f 1.30	5.20	5.30	377.2
Yard PFWYT		4.35PM	11.10AM			s 1.00AM	s ¶1.45PM	s 5.30AM	s 5.40AM	384.3
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30)	(11.20)	(9.05)		(1.19)	(3.35)	(4.45)	(3.25)	(3.45)	……………Time over District……………
	24.00	12.18	14.93		31.82	38.53	29.07	42.37	36.82	…………Average Speed per Hour…………

(4.00) (4.05)

41.22 34.53 33.82 25.14 37.15 12.28 16.57 24.00

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Nos. 1 and 2 will stop at Hazen to receive or discharge passengers to or from San Francisco or Oakland and points east of Ogden.

FROM SAN FRANCISCO—Imlay Sub-Division—TOWARD SAN FRANCISCO

OND CLASS		FIRST CLASS					Time Table No. 9 May 20, 1914	Distance from Carlin		FIRST CLASS				SECOND CLASS	
254 Ogden Manifest Freight	314 Local Freight	6 Atlantic Express	10 San Francisco Limited	2 Overland Limited	20 Pacific Limited	Distance from San Francisco				5 San Francisco Limited	19 Pacific Limited	1 Overland Limited	9 Fast Mail	253 Ogden Manifest Freight	313 Local Freight
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	E. B.	W. B.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
11.45AM	**5.50**AM	2.00PM	**5.50**AM	5.33AM	1.05AM	384.3	DNR **IMLAY** 4.5 4.6	150.2	150.3	s 4.45AM	s 6.15PM	s 8.18PM	s 1.12AM	1.00PM	5.35PM
12.01PM	6.10	f 2.08	f 5.57	5.40	1.12	388.9	MILL CITY MILL CITY 8.3 8.3	145.7	145.7	4.35	f 6.05	8.12	1.06	12.45	5.00
12.20	6.40	f 2.23	6.11	5.51	1.23	397.2	COSGRAVE COSGRAVE 9.6 9.6	137.4	137.4	4.22	f 5.54	8.01	12.56	12.20PM	4.30
12.45	7.10	f 2.40	f 6.27	6.03	1.37	406.7	N ROSE CREEK ROSE CREEK 5.4 5.4 Double Track	127.8	127.8	4.07	f 5.39	7.49	12.44	11.45AM	3.40
1.05	7.25	f 2.50	6.35	6.11	1.44	412.1	BENIN 5.2	122.4		3.57	5.31	7.42	12.37	11.25	3.20
1.30	8.15	s **3.00**	s 6.45	6.18	s 1.53	417.3	DN WINNEMUCCA 6.0	117.2		s 3.47	s 5.23	7.35	f 12.30	11.10	**3.00**
1.50	8.32	f 3.10	6.53	6.26	2.02	423.3	TULE 5.6	111.2		3.37	5.14	7.27	12.22	10.45	**1.50**
2.10	8.47	f 3.20	7.02	6.35	2.10	428.9	EGLON 5.1	105.6		3.28	5.05	7.19	12.13	10.28	1.30
2.30	9.05	s 3.30	f 7.10	6.42	2.17	434.0	DN GOLCONDA 5.3	100.5		f 3.20	f 4.57	7.12	12.06AM	10.13	1.15
2.50	9.20	f 3.40	7.19	6.49	2.25	439.3	PREBLE 4.2	95.2		3.11	4.49	7.04	11.59PM	9.54	12.25
3.10	**9.40**	f 3.48	7.27	6.55	2.32	443.5	COMUS 4.6	91.0		3.03	f 4.43	6.58	11.53	**9.40**	12.10PM
3.30	10.00	f 3.59	7.33	7.01	2.40	448.1	D IRON POINT 4.6	86.4		2.56	f 4.37	6.52	11.47	9.25	11.50AM
3.50	10.17	f 4.10	7.41	7.07	**2.48**	452.7	HERRIN 4.7	81.8		**2.48**	f 4.30	6.46	11.41	9.15	11.25
4.23	10.37	f **4.23**	7.49	7.13	2.54	457.4	STONE HOUSE 3.9	77.1		2.41	**4.23**	6.40	11.35	9.05	11.10
4.45	**10.53**	f 4.33	f 7.55	7.18	2.59	461.3	N VALMY 5.0	73.2		2.35	f 4.17	6.35	11.30	8.55	**10.53**
5.15	11.28	f 4.46	8.01	7.24	3.05	466.3	MOTE 4.6	68.2		2.27	4.10	6.25	11.22	8.44	10.35
5.30	11.55AM	4.59	8.10	7.30	3.11	470.9	PIUTE 4.9	63.6		2.20	4.03	6.19	11.16	8.33	10.20
5.45	12.50PM	s 5.15	s **8.20**	7.36	f 3.20	475.8	DN **BATTLE MOUNTAIN** 6.2	58.7		f 2.12	f 3.55	6.12	11.10	**8.20**	10.05
6.04	1.23	f 5.25	8.30	**7.44**	3.28	482.0	ROSNY 5.7	52.5		2.03	3.45	**6.04**	11.02	**7.44**	9.30
6.25	1.50	f 5.35	f 8.39	7.51	3.36	487.7	ARGENTA 5.2	46.8		1.53	f 3.37	5.57	10.55	7.15	9.10
6.40	2.15	f **5.50**	**8.46**	7.58	3.43	492.9	MOSEL 5.6	41.6		1.45	f 3.30	**5.50**	10.48	7.00	**8.46**
7.00	2.45	f 6.00	8.55	**8.05**	3.50	498.5	FARREL 5.2	36.0		1.37	f 3.21	5.43	10.41	6.45	**8.05**
7.15	**3.14**	f 6.07	9.03	8.12	3.57	503.7	LADOGA 4.5	30.8		1.28	**3.14**	5.36	10.34	6.30	7.35
7.35	3.40	s 6.18	f 9.11	8.18	4.03	508.2	DN BEOWAWE 4.5	26.3		f 1.22	f 3.06	5.30	10.28	6.14	7.10
7.50	4.03	f 6.25	9.18	8.24	4.09	512.7	CLURO 4.3	21.8		1.14	2.59	5.24	10.21	5.50	6.45
8.05	4.25	f 6.32	9.25	8.30	4.16	517.0	HARNEY 3.3	17.5		1.07	2.53	5.18	10.15	5.40	6.27
	4.40	f 6.37	f 9.30			520.3	BARTH (Spur) 1.3	14.2			f 2.48		....		6.05
8.20	4.46	f 6.42	9.32	8.36	4.23	521.6	GERALD 3.6	12.9		1.00	2.46	5.12	10.09	5.25	6.00
						525.2	E. N. Crossing 0.3	9.3							
						525.5	E. N. Crossing 0.2	9.0							
8.35	**5.05**	s 6.53	f 9.40	8.43	f 4.33	525.7	DN **PALISADE** 5.5	8.8		f 12.53	f 2.39	**5.05**	10.02	5.05	5.45
8.50	5.30	f 7.05	9.48	8.51	**4.43**	531.2	TYROL 3.3	3.3		12.45	2.30	4.55	9.54	**4.43**	5.15
9.00PM	5.45PM	¶ 7.15PM	s 9.55AM	s 8.55AM	s 4.50AM	534.5	DNR **CARLIN** Automatic Block (Benin–Carlin)	0.0		12.40AM	2.25PM	4.50PM	9.50PM	4.20AM	5.05AM
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
(9.15)	(11.55)	(5.15)	(4.05)	(3.22)	(3.45)		Time over District			(4.05)	(3.50)	(3.28)	(3.22)	(8.40)	(12.30)
16.23	12.04	28.60	37.60	44.51	40.05		Average speed per hour			37.60	39.40	43.32	44.61	17.33	12.01

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Nos. 1 and 2 will stop at Winnemucca to receive or discharge passengers to or from San Francisco or Oakland, and points east of Ogden.

from

Eastward.

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations		SECOND CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 9 May 20, 1914	Distance from Montello	FIRST CLASS				SECOND CLASS	
		254	316	6	10	2	20					19	1	9	5	315	253
		Ogden Manifest Freight	Local Freight	Atlantic Express	San Francisco Limited	Overland Limited	Pacific Limited					Pacific Limited	Overland Limited	Fast Mail	San Francisco Limited	Local Freight	Ogden Manifest Freight
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard	FWT	**9.45**PM	5.30AM	7.30PM	10.05AM	8.58AM	4.55AM	534.5	DNR	**CARLIN** 3.0	127.4	s 2.20PM	s 4.45PM	s **9.45**PM	s 12.35AM	4.00PM	3.25AM
57		9.55	5.45	f 7.35	10.11	9.02	5.00	537.5		VIVIAN 2.8	124.4	2.16	4.41	9.41	12.30	3.45	3.15
117		10.03	5.58	f 7.42	10.16	9.07	5.05	540.3		TONKA 4.2	121.6	2.11	4.36	9.36	12.23	3.32	3.07
118		10.15	6.18	f 7.53	10.23	9.13	5.11	544.5		MOLEEN 5.8	117.4	f 2.05	4.30	9.30	12.17	3.15	2.54
58		10.32	6.47	f 8.04	10.30	9.20	5.19	550.3		AVENEL 5.7	111.6	1.57	4.23	9.23	12.10AM	2.47	2.35
173	WP	10.49	7.15	s 8.16	s 10.40	9.27	s 5.28	556.0	DN	ELKO 4.5	105.9	s 1.48 ✓	4.16	9.16	s 11.59PM	2.23 ✓	2.15
59		11.02	7.40	f 8.24	10.47	9.33	5.35	560.5		COIN 4.3	101.4	1.41	4.10	9.10	11.51	2.03	2.00
83		11.15	8.02	f 8.32	10.53	9.39	5.41	564.8		OSINO 3.0	97.1	f 1.34	4.04	9.04	11.45	1.44	1.45
118		**11.40**PM	8.20	f 8.38	10.58	9.45	5.46	567.8		RYNDON 5.6	94.1	f **1.29**	3.59	8.59	**11.40**	**1.29**	1.35
61	W	12.09AM	8.50	f **8.50**	11.07	9.55	5.55	573.4		ELBURZ 3.3	88.5	1.18	3.50	**8.50**	11.30	1.03	1.18
114		12.25	9.07	s 8.57	f 11.13	10.00	f 5.59	576.7	DN	HALLECK 4.5	85.2	f 1.12	3.46	8.46	f 11.25	12.48	1.05
58		**12.50**	9.32	f 9.08	11.20	10.07	6.05	581.2		RASID 4.1	80.7	1.04	3.40	8.40	11.17	12.25	**12.50**
59		1.10	9.55	f 9.17	11.26	10.12	6.11	585.3		NATCHEZ 4.3	76.6	12.57	3.34	8.35	11.10	12.10PM	12.35
127	W	1.30	**10.18**	s 9.28	f 11.33	**10.18**	f 6.18	589.6	DN	DEETH 4.8	72.3	f 12.50	3.28	8.29	f 11.02	11.55AM	12.20
57		1.50	10.45	f 9.38	**11.40**	10.26	6.24	594.4		NARDI 4.7	67.5	12.43	3.21	8.23	10.55	**11.40**	12.01AM
174	P	2.10	**11.10**	f 9.50	11.47	10.33	6.30	599.1		**TULASCO** 4.2	62.8	12.35	3.15	8.17	10.48	**11.10**	11.50PM
63		2.35	**11.53**AM	f 10.00	**11.53**AM	**10.42**	6.36	603.3	Automatic Block	ALAZON 4.2	58.6	12.28	3.09	8.11	10.42	**10.42**	11.35
100	PFWY	3.00	**12.21**PM	s 10.10	s 12.02PM	10.49	s 6.44	607.5	DNR	**WELLS** 3.6	54.4	s **12.21**	3.03	8.05	s 10.35	10.25	11.10
65		3.27	12.45	f **10.28**	**12.12**	11.00	6.54	611.1		KAW 2.3	50.8	**12.12**	2.57	7.59	**10.28**	10.08	10.50
59		3.41	1.00	f **10.38**	12.25	11.07	7.00	613.4		CEDAR 3.0	48.5	12.06	2.53	7.55	10.23	9.57	**10.38**
145	PY	4.00	1.15	f 10.49	12.35	11.15	7.09	616.4	DN	MOOR 3.7	45.5	12.01PM	2.48	7.50	f 10.16	9.40	10.26
117	W	4.16	1.33	f 10.55	12.45	11.20	7.14	620.1		ANTHONY 4.0	41.8	11.56AM	2.43	7.44	**10.10**	9.20	**10.10**
117		4.35	1.52	f 11.03	12.52	11.26	7.19	624.1		HOLBORN 3.4	37.8	11.51	2.37	7.39	f 10.03	8.57	9.47
117		4.50	2.06	f 11.10	12.58	11.31	7.24	627.5		FENELON 4.3	34.4	11.46	2.32	7.34	9.57	8.40	9.28
118		5.08	**2.26**	f 11.16	1.05	**11.40**	7.30	631.8		PEQUOP 5.0	30.1	**11.40**	**2.26**	7.28	f 9.50	8.15	9.00
117		5.30	2.43	f 11.23	1.14	11.46	**7.36**	636.8		ICARUS 3.8	25.1	11.31	2.19	7.22	9.42	**7.36**	8.32
117	PWY	5.47	2.56	f 11.30	1.22	11.52	7.41	640.6		VALLEY PASS 4.2	21.3	11.24	2.14	7.17	f 9.35	7.10	8.10
177	W	6.08	3.10	s 11.40	s 1.30	11.58AM	f 7.46	644.8	DN	**COBRE** 1.6	17.1	s 11.15 ✓	2.05	7.10	f 9.25	6.55 ✓	7.45
114		6.15	3.17	f 11.43	1.33	12.01PM	7.49	646.4		OMAR 3.4	15.5	11.12	2.02	7.07	9.20	6.45	7.35
115	W	**6.30**	3.35	f 11.48	1.38	12.06	7.54	649.8		LORAY 3.1	12.1	11.03	1.53	7.00	f 9.11	**6.30**	7.15
58		6.45	3.50	f 11.54	**1.45**	12.11	7.59	652.9		TIOGA 2.4	9.0	10.54	**1.45**	**6.55**	9.03	6.00	**6.55**
124		6.50	3.59	f 11.59PM	1.48	12.15	8.02	655.3		ULLIN 2.1	6.6	10.48	1.40	6.50	8.57	5.45	6.45
58		7.00	4.10	f 12.04AM	1.52	12.18	8.05	657.4		NOBLE 2.2	4.5	10.42	1.34	6.45	f 8.52	5.30	6.30
90		7.07	4.20	f 12.10	1.57	12.22	8.08	659.6		BANVARD 2.3	2.3	10.36	1.29	6.39	f 8.46	5.15	6.15
Yard	FWY	7.15AM	4.30PM	s 12.15AM	s 2.00PM	s 12.25PM	s 8.12AM	661.9	DNR	**MONTELLO**	0.0	10.30AM	1.23PM	6.34PM	8.40PM	5.00AM	6.00PM
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
		(9.30) 13.41	(11.00) 11.56	(4.45) 27.30	(3.55) 32.52	(3.27) 36.92	(3.17) 38.80			..........Time over District.......... ....Average Speed per Hour..........		(3.50) 33.23	(3.22) 37.91	(3.11) 40.02	(3.55) 32.53	(11.00) 11.58	(9.25) 13.52

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Nos. 1 and 2 will stop at Elko to receive or discharge passengers to or from San Francisco or Oakland, and points east of Ogden.

Length of Sidings in Cars, and Location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 9 May 20, 1914		Distance from Ogden		FIRST CLASS				SECOND CLASS		
	206	254	318	10	2	20	6							19	1	9	5	317	253	205
	Mixed	Ogden Manifest Freight	Local Freight	San Francisco Limited	Overland Limited	Pacific Limited	Atlantic Express							Pacific Limited	Overland Limited	Fast Mail	San Francisco Limited	Local Freight	Ogden Manifest Freight	Mixed
	Leave Wednesday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tuesday only
Yard FWY	8.20AM	7.45AM	5.30AM	2.05PM	12.28PM	8.15AM	12.25AM	661.9	Automatic Block	DNR **MONTELLO**	Double Track	120.4	121.3	s 10.25AM	s 1.20PM	s 6.30PM	s 8.35PM	3.30PM	5.15PM	s 5.30PM
129	8.36	7.57	6.00	f 2.15	12.36	8.24	f 12.35	668.3		6.9 / 6.9 D TECOMA / TECOMA		113.5	114.4	f 10.15	1.11	6.20	f 8.25	3.10	4.55	5.08
140	8.53	8.09	6.20	2.23	12.45	8.31	f 12.45	674.3		5.5 / 2.3 GARTNEY (Spur) / GROUSE		108.0	112.1	10.07	1.07	6.16	8.18	2.50	4.40	5.01
P	9.05AM	8.17	6.35	2.29	12.50	8.36	12.50	678.4		4.1 / 8.2 UMBRIA JCT. / UMBRIA JCT.		103.9	103.9	9.48	12.55	6.03	7.49	2.10	3.50	4.37PM
70 PWY		8.22	6.45	f 2.31	**12.53**	8.38	f 12.55	679.8		1.4 / 1.4 DNR **LUCIN**		102.5		f 9.45	**12.53**	6.00	s 7.46	1.50	3.45	
119		8.32	7.05	2.38	12.59	8.44	f 1.06	684.5		4.7 PIGEON		97.8		9.35	12.45	5.54	7.35	1.37	3.27	
117		**8.50**	7.25	2.44	1.05	**8.50**	f 1.16	688.8		4.3 TECK		93.5		9.27	12.39	5.48	f 7.28	1.25	3.10	
118		**9.21**	7.45	**2.51**	**1.11**	8.56	f 1.27	693.2		4.4 JACKSON		89.1		**9.21**	12.33	5.42	7.22	**1.11**	**2.51**	
118		9.41	8.05	2.58	1.17	9.02	f 1.38	697.6		4.4 BEPPO		84.7		9.15	12.27	5.36	f 7.16	12.45	2.30	
117 PW		10.00	8.30	f 3.05	1.23	**9.08**	f 1.49	702.1		4.5 DN LEMAY		80.2		f **9.08**	**12.21**	5.30	f 7.10	**12.21PM**	2.12	
117 P		10.20	**8.55**	3.12	1.29	9.18	f 2.00	706.4		4.3 NEWFOUNDLAND		75.9		**8.55**	12.14	5.24	f 7.00	11.55AM	1.55	
118 P		10.35	**9.25**	3.20	**1.36**	**9.25**	f 2.11	711.1		4.7 GROOME		71.2		8.47	12.08	5.18	6.54	11.37	**1.36**	
118		10.50	9.50	3.27	1.43	9.33	f 2.24	716.3		5.2 LOY		66.0		8.40	12.01PM	5.11	f 6.47	11.17	1.16	
118 Y		**11.03**	10.12	3.33	1.49	9.40	f 2.35	720.7		4.4 HOGUP		61.6		8.34	11.54AM	5.05	6.41	**11.03**	1.01	
120 P		11.15	**10.35**	3.39	1.55	9.48	f 2.47	725.3		4.6 OLNEY		57.0		8.26	11.48	4.59	6.35	**10.35**	12.45	
115 W		**11.42AM**	10.58	3.45	2.01	9.56	f 2.58	730.0		4.7 STRONGKNOB		52.3		8.20	**11.42**	4.53	f 6.29	10.20	12.30	
109 F		12.01PM	11.20	f 3.52	2.07	**10.05**	f 3.10	734.6		4.6 DN LAKESIDE	Double Track	47.7		f 8.14	11.36	4.47	f 6.23	**10.05**	12.14PM	
		12.14	11.40				3.25	739.3		4.7 RAMBO (Spur)		43.0						9.35	11.57AM	
P		12.24	**11.50AM**	4.06	2.21	10.25	3.30	741.1		1.8 END OF DOUBLE TRK.		41.2		8.00	11.22	4.33	6.09	9.25	**11.50**	
94 P		12.44	12.15PM	f **4.21**	2.33	10.37	f 3.42	744.8		3.7 DN MIDLAKE		37.5		f 7.48	11.10	**4.21**	f 5.57	9.00	11.30	
117 P		1.12	12.45	4.37	2.49	**10.53**	f 3.58	750.1		5.3 COLIN		32.2		7.32	**10.53**	4.04	5.41	8.30	**10.53**	
115 P		1.32	1.10	4.50	3.01	11.05	f 4.10	755.2		5.1 SALINE		27.1		7.20	10.40	3.51	f 5.29	7.55	10.10	
129 W		**1.45**	**1.45**	f 5.00	3.05	11.09	f 4.20	758.5		3.3 DN PROMONTORY PT.		23.8		f 7.16	10.36	3.47	f 5.24	7.35	10.00	
118 P		2.05	2.25	**5.13**	3.16	11.20	f 4.32	763.7		5.2 BAGLEY		18.6		**7.05**	10.24	3.34	f **5.13**	**7.05**	9.40	
118		2.18	2.40	5.25	**3.25**	11.30	f 4.43	768.5		4.8 LITTLE MOUNTAIN		13.8		6.53	10.15	**3.25**	5.04	6.40	9.22	
118		2.30	2.56	5.35	3.32	11.36	f 4.52	772.5		4.0 REESE		9.8		6.47	10.10	3.17	f 4.59	6.20	9.07	
		2.38	3.02	5.42	3.36	11.41	4.57	775.5		3.0 WEBER JUNCTION	Double track	6.8		6.43	10.06	3.11	4.53	6.10	8.58	
145		2.40	3.10	f 5.45		11.43	f 5.00	776.3		0.8 D WEST WEBER		6.0		f 6.41			f 4.50	6.00	8.55	
		2.50		5.55	3.45	11.51	5.15	781.5		5.2 CECIL JUNCTION D. & R. G. Crossing		0.8		6.33	9.58	3.03	4.44		8.35	
Yard POFWT		**2.55PM**	3.30PM	6.00PM	s 3.50PM	s 11.55AM	s 5.20AM	782.3		0.8 DNR **OGDEN**		0.0		6.30AM	9.55AM	**3.00PM**	4.40PM	5.30AM	8.30AM	
	Arrive Wednesday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(120.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Tuesday only
	(0.45)	(7.10)	(10.00)	(3.55)	(3.22)	(3.40)	(4.55)			Time over District				(3.55)	(3.25)	(3.30)	(3.55)	(10.00)	(8.45)	(0.53)
	22.06	16.80	12.04	30.74	35.76	33.08	24.47			Average speed per hour				30.74	35.47	34.40	30.74	12.04	13.86	19.70

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Use Time Table and Rules of Oregon Short Line Company between Corinne and Brigham.

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS 206 Mixed Leave Wed. only	SECOND CLASS 182 Mixed Leave Mon., Wed., Thurs., Sat.	Distance from San Francisco		Time Table No. 9 May 20, 1914 STATIONS	Distance from Ogden	SECOND CLASS 181 Mixed Arrive Mon., Tues., Thurs., Sat.	SECOND CLASS 205 Mixed Arrive Tuesday only
P	9.25AM		678.4		**UMBRIA JCT.** 13.2	147.6		s 4.17PM
50	f 10.11		691.6		BOVINE 10.5	134.4		f 3.31
128 W	f 10.48		702.1		TERRACE 10.7	123.9		f 2.54
39 Y	f 11.26AM		712.8		MATLIN 9.8	113.2		f 2.16
41 Y	f 12.01PM		722.6		OMBEY 4.7	103.4		f 1.41
48	f 12.18		727.3		PEPLIN 6.8	98.7		f 1.24
108 FWY	s 12.40PM	1.20PM	734.1	DR	**KELTON** 14.5	91.9	s 12.40PM	1.00PM
48		f 2.02	748.6		MONUMENT 2.9	77.4	f 11.51AM	
10		f 2.12	751.6		KOSMO (Spur) 4.1	74.4	f 11.42	
50		f 2.25	755.6		LAKE 9.4	70.4	f 11.30	
50 W		f 3.03	765.0		ROZEL 7.9	61.0	f 11.08	
119		s 3.35	772.9		PROMONTORY 5.9	53.1	s 10.47	
49		f 3.55	778.8		SURBON 3.2	47.2	f 10.25	
50		f 4.05	782.0		LAMPO 2.4	44.0	f 10.12	
94 WY		f 4.15	784.1		BLUE CREEK 4.0	41.6	f 10.02	
50		f	788.4		HANSEN 5.4	37.6	f	
50		f	793.8		BALFOUR 4.3	32.2	f	
			798.1		STOKES (Spur, 3.2	27.9		
21		s 5.25PM	801.3	DR	**CORINNE** 1.6	24.7	9.10AM	
			802.9		CORINNE JCT. 6.1	23.1		
			809.0		ENDA 7.2	17.0		
			816.2		BONNEVILLE 9.0	9.8		
			825.2		CECIL JCT. 0.8	0.8		
OFWT			826.0	DNR	**OGDEN**	0.0		
	Arrive Wed. only	Arrive Mon., Wed., Thurs., Sat.			(147.6)		Leave Mon., Tues., Thurs., Sat.	Leave Tuesday only
	(3.15)	(4.05)			Time Over District		(3.30)	(3.17)
	17.16	16.65			Average speed per hour		18.92	17.17

Use Time Table and Rules of Oregon Short Line Company between Corinne and Brigham.

FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Eastward Tecoma Spur Westward

Length of Sidings in Cars, and Location of Scales, Fuel, Water and Turning Stations.			Distance from Tecoma		Time Table No. 9 May 20, 1914 STATIONS	Distance from End of Track		
129			0.0	D	TECOMA 4.2	4.3		
			4.2		COPPER CO.'S TIPPLE 0.1	0.1		
5			4.3		TUTTLE	0.0		
					(4.3)			

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Eastward Tulasco Branch Westward

Length of Sidings in Cars, and Location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 188 Local Freight Leave Mon. Thurs.	Distance from San Francisco		Time Table No. 9 May 20, 1914 STATIONS	Distance from Metropolis	SECOND CLASS 187 Local Freight Arrive Mon. Thurs.	
29		11.45AM	607.1	R	**METROPOLIS** 8.0	0.0	11.30AM	
174		12.01PM	599.1	R	**TULASCO**	8.0	11.15AM	
		Arrive Mon. Thurs.			(8.0)		Leave Mon. Thurs.	
		(0.16)			Time over District		(0.15)	
		30.00			Average Speed per hour		32.00	

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

Eastward FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO Westward

Nevada & California Branch

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS			FIRST CLASS	Distance from San Francisco		Time Table No. 9 May 20, 1914	Distance from Tonopah Jct.	FIRST CLASS	SECOND CLASS		
	194	190	192	24					23	191	189	193
	Local Freight	Mixed	Mixed	Tonopah Express					Tonopah Express	Mixed	Mixed	Local Freight
	Leave Daily Ex. Sunday	Lv. Daily	Lv. Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday
TYWFP 163	6.30AM			11.47PM	288.1	DNR	**HAZEN** 4.8	137.9	5.20PM			6.00PM
106	6.50			f 11.57PM	292.9		BANGO 2.3	133.1	f 5.05			5.35
27				s 12.03AM	295.2	D	LAHONTAN (Spur) 2.7	130.8	s 4.56			
51	7.10			f 12.10	297.9		RUGBY 4.6	128.1	f 4.50			5.10
105	7.30			f 12.19	302.5		HAWES 4.5	123.5	f 4.40			4.40
52 W	7.50			f 12.29	307.0		APACHE 5.5	119.0	f 4.30			4.20
52	8.10			f 12.39	312.5		PAWNEE 2.8	113.5	f 4.15			3.55
3					315.3		WEEKS (Spur) 1.1	110.7				
65 FY	8.25	12.40PM		s 12.48	316.4	DR	**CHURCHILL** 11.4	109.6	s 4.00		3.10PM	3.40
					327.8		N. C. B. CROSSING 0.2	98.2				
132 W	9.05	1.10PM		s 1.10	328.0	DR	**WABUSKA** 3.9	98.0	s 3.35		2.40PM	2.50
3				f	331.9		LUX (Spur) 2.7	94.1				
32	9.35			f 1.25	334.6		MOQUIST 9.1	91.4	f 3.20			2.20
33	10.15			f 1.42	343.7		RIO VISTA 4.0	82.3	f 3.06			1.45
38	10.40			f 1.52	347.7		RESERVATION 2.7	78.3	f 3.00			1.30
3	10.55			f	350.5		ZAIS (Spur 3.8	75.6	f			1.10
73 W	11.15			s 2.07	354.2	D	SCHURZ 7.2	71.8	s 2.45			12.30PM
39	11.50AM			f 2.25	361.4		MODOC 5.9	64.6	f 2.31			11.50AM
30	12.25PM			f 2.38	367.3		GILLIS 9.3	58.7	f 2.22			11.20
40	1.05			f 2.58	376.6		MAGNUS 2.2	49.4	f 2.07			10.45
					378.8		WALKER (Spur) 5.6	47.2				
88	1.50			s 3.18	384.4	D	THORNE 5.0	41.6	s 1.50			10.10
52	2.30			f 3.34	389.4		DOVER 4.6	36.6	f 1.40			9.40
42	3.00			f 3.48	394.0		KINKEAD 7.1	32.0	f 1.30			9.15
40	3.40			f 4.10	401.1		ACME 2.0	24.9	f 1.09			8.35
					403.1		BORUS (Spur) 5.1	22.9				
32	4.20			s 4.32	408.2	D	LUNING 5.7	17.8	s 12.47			8.06
3					413.9		NEW BOSTON (Spur) 3.1	12.1				
105 PFOWY	5.00PM		7.00AM	5.00 5.20	417.0	DR	**MINA** Joint Track 3.5	9.0	12.20 12.05PM	4.00PM		7.30AM
3			f 7.10	f 5.27	420.5		SODAVILLE (Spur) 4.5	5.5	f 11.59AM	f 3.40		
2			f 7.20	f 5.36	425.0		RHODES (Spur) 1.0	1.0	f 11.50	f 3.30		
			s 7.25AM	s 5.39AM	426.0	DR	**TONOPAH JCT.**	0.0	s 11.45AM	3.25PM		
	Arrive Daily Ex. Sunday	Ar. Daily	Ar. Daily Ex. Sunday	Arrive Daily			(137.9)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday
	(10.30) 12.08	(0.30) 23.20	(0.25) 21.60	(5.32) 26.52			Time Over District Average Speed per Hour		(5.20) 22.73	(0.35) 15.42	(0.30) 23.20	(10.30) 12.08

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward Nevada & California Branch Westward

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 9 May 20, 1914	Distance from Keeler	SECOND CLASS		
	196	198	192					191	197	195
	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed
	Lv. Sunday only	Lv. Tues., Thurs., Sat.	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Ar. Mon., Wed., Fri.	Ar. Sunday only
			7.25AM	426.0	DR	**TONOPAH JCT.** 6.4	150.5	s 3.25PM		
28 PW			f 8.00	432.4		BELLEVILLE 3.0	144.1	f 2.55		
Y			f 8.13	435.4		FILBEN 3.3	141.1	f 2.30		
6			f	438.7		LITTLE SUMMIT (Spur) 11.7	137.8	f		
26 PW			f 9.15	450.4		BASALT 7.7	126.1	f 1.30		
32 Y			s 9.55	458.1	D	MT. MONTGOMERY 8.6	118.4	s 12.50		
20 W			f 10.35	466.7		QUEEN 2.1	109.8	s 12.05PM		
				468.8		STATE LINE 7.2	107.7			
32 P			f 11.30	476.0		BENTON 11.0	100.5	f 11.30AM		
15 W			f 11.58AM	487.0		HAMMIL 4.3	89.5	f 10.45		
5			f 12.10PM	491.3		SHEALY (Spur) 7.8	85.2	f 10.20		
21			f 12.25	499.1		CHALFANT 7.7	77.4	f 9.55		
61 PFTW	1.50PM	8.50AM	¶ 12.50 1.50	506.8	DR	LAWS 2.8	69.7	¶ 9.40 8.50	7.30PM	8.50AM
	f		f	509.6		POLITA 2.1	66.9	f		f
4	f 2.03	9.20	f 2.03	511.7		BIGELOW (Spur) 4.4	64.8	f 8.32	6.55	f 8.32
12	f 2.15	9.55	f 2.15	516.1		BLACK CANYON (Spur) 6.6	60.4	f 8.20	6.25	f 8.20
19	s 2.35	11.00	s 2.35	522.7	D	ZURICH 2.8	53.8	s 7.55	5.50	s 7.55
5	f 2.42	11.20	f 2.42	525.5		MONOLA (Spur) 3.9	51.0	f 7.45	4.50	f 7.45
	f 2.52	11.55AM	f 2.52	529.4		ELNA (Spur) 6.8	47.1	f 7.35	4.10	f 7.35
8 W	f 3.15	12.30PM	f 3.15	536.2		ABERDEEN (Spur) 14.1	40.3	f 7.15	3.15	f 7.15
21 W	f 3.55	11.45	f 3.55	550.3	D	KEARSARGE 4.9	26.2	s 6.35	2.15	s 6.35
9	f 4.15	2.15	f 4.15	555.2		MANZANAR (Spur) 4.6	21.3	f 6.12	1.30	f 6.12
54	s 5.00	3.30	s 5.00	559.8	D	**OWENYO** 3.9	16.7	s 6.00	1.05PM	s 6.00
20	f 5.15	4.00	f 5.15	563.7		MT. WHITNEY 7.6	12.8	f 5.35	11.58AM	f 5.35
	f		f	571.3		AVERN (Spur) 0.9	5.2	f		f
11	f 5.40	4.40	f 5.40	572.2		TRAMWAY 4.3	4.3	f 5.10	11.25	5.10
50 WY	s 6.00PM	5.30PM	s 6.00PM	576.5	DR	**KEELER**	0.0	5.00AM	11.00AM	5.00AM
	Ar. Sunday only	Ar. Tues., Thurs., Sat.	Arrive Daily Ex. Sunday			(150.5)		Leave Daily Ex. Sunday	Lv. Mon., Wed., Fri.	Lv. Sunday only
	(4.10) 16.73	(8.40) 8.04	(10.35) 15.70			Time over District Average Speed per Hour		(9.25) 14.19	(8.30) 8.00	(3.50) 10.35

No. 192 is Superior to No. 197 Laws to Keeler.

Westward Trains are Superior to Trains of the Same Class in Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch — Westward

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS 190 Mixed Leave Daily	Distance from San Francisco		Time Table No. 9 May 20, 1914 STATIONS	Distance from Churchill	SECOND CLASS 189 Mixed Arrive Daily
6 T	s 11.05AM	342.4	DR	**MOUND HOUSE** 6.0	26.5	s 5.30PM
15	s 11.30	336.4	D	DAYTON 2.3	20.5	s 4.55
4		334.1		RANDALL (Spur) 3.9	18.2	
5	f	330.2		CANTY (Spur) 2.8	14.3	f
1	f	327.4		SPUR A (Spur) 2.6	11.5	f
16	f 11.58AM	324.8		CLIFTON (Spur) 2.5	8.9	f 4.27
2	f	322.3		LYON (Spur) 1.6	6.4	f
2	f	320.7		TUGELA (Spur) 4.8	4.8	f
65 FY	s 12.30PM	316.4	DR	**CHURCHILL**	0.0	s 4.05PM
	Arrive Daily			(26.1)		Leave Daily
	(1.25)			Time Over District		(1.25)
	18.70			Average Speed per Hour		18.42

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Candelaria Spur — Westward

Distance from Filben	Time Table No. 9 May 20, 1914	Distance from Candelaria
0.0	FILBEN 5.5	5.5
5.5	CANDELARIA	0.0

FROM SAN FRANCISCO—Sparks Sub-Division —TOWARD SAN FRANCISCO

Eastward — Fallon Branch — Westward

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS 204 Mixed Leave Daily	SECOND CLASS 202 Mixed Leave Daily	Distance from San Francisco		Time Table No. 9 May 20, 1914 STATIONS	Distance from Fallon	SECOND CLASS 201 Mixed Arrive Daily	SECOND CLASS 203 Mixed Arrive Daily
163 PTFWY	10.45AM	5.30AM	288.1	DNR	**HAZEN** 5.4	15.8	s 7.15AM	s 4.45PM
66	f 11.00	f 5.45	293.5		MAHALA 4.6	10.4	f 7.00	f 4.30
94	f 11.15	f 6.00	298.1		MIRAGE 5.8	5.8	f 6.45	f 4.15
155 PWY	s 11.30AM	s 6.15AM	303.9	DR	**FALLON**	0.0	6.30AM	s 4.00PM
	Arrive Daily	Arrive Daily			15.8		Leave Daily	Leave Daily
	(.45)	(.45)			Time Over District		(.45)	(.45)
	21.06	21.06			Average Speed per Hour		21.06	21.06

FROM SAN FRANCISCO TOWARD SAN FRANCISCO

Eastward — Susanville Sub-Division — Westward

Length of sidings in cars, and location of Scales, Fuel, Water, and Turning Stations	SECOND CLASS 184 Mixed Leave Daily	Distance from San Francisco		Time Table No. 9 May 20, 1914 STATIONS	Distance from Susanville	SECOND CLASS 183 Mixed Arrive Daily
139 Y	10.45AM	276.1	DNR	**FERNLEY** 2.5	106.3	s 5.40PM
W	s 11.05	278.1	D	WADSWORTH 3.1	103.8	s 5.15
72	f 11.15	281.2		DODGE 9.3	100.7	f 4.57
73	f 11.40	290.5		NUMANA 5.1	91.4	f 4.32
20	f 11.55AM	295.6		LIBBY 3.8	86.3	f 4.20
74	s 12.05PM	299.4		HESLIP 5.4	82.5	s 4.10
	f 12.20	304.8		PERRYS (Spur) 3.4	77.1	f 3.57
73	¶12.30 12.55	308.2		SUTCLIFFE 8.4	73.7	s 3.47
72	f 1.25	316.6		BRISTOL 5.2	65.3	f 3.25
35 W	f 1.40	321.8		BIG CANYON 4.3	60.1	f 3.12
113	f 1.50	326.1		ZENOBIA 6.7	55.8	f 3.00
	s 2.10	332.8	D	ASTOR 2.8	49.1	s 2.40
72	f **2.30**	335.6		**FLANIGAN** 0.8	46.3	f **2.30**
I		336.4		W. P. CROSSING 8.8	45.5	
72	f 2.53	345.2		STACY 9.6	36.7	f 2.05
113	f 3.20	354.8		AMEDEE 3.5	27.1	f 1.40
84 W	s 3.32	358.3		**CALORETA** 0.4	23.6	s 1.22
		358.7		N. C. O. CROSSING 2.9	23.2	
	f 3.40	361.6		ANTOLA (No Siding) 5.5	20.3	f 1.12
113	s 4.10	367.1	D	LITCHFIELD 7.8	14.8	s 12.45
122	s 4.35	374.9		LEAVITT 7.0	7.0	s 12.20PM
Yard YFW	s 5.00PM	381.9	DR	**SUSANVILLE**	0.0	11.59AM
	Arrive Daily			106.3		Leave Daily
	(5.50)			Time Over District		(5.41)
	18.17			Average Speed per Hour		18.35

No. 202 is superior to No. 201, Hazen to Fallon.
No. 204 is superior to No. 203, Hazen to Fallon.

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.

WATCH INSPECTORS.

O. J. Severit..Local Inspector at Sparks.
J. S. Lewis & Co..Salt Lake Division.

BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.

CLEARANCES.

Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.

Trains of the Sparks Subdivision must obtain clearance card (Form 2643) before leaving Hazen.

REGISTERING STATIONS.

Sparks.
Hazen.
Nenzel.
Imlay.
Rose Creek.
Carlin.
Wells.
Montello.
Lucin.
Ogden.
Corinne.
Kelton.
Churchill.
Wabuska.
Mina.
Tonopah Junction.
Laws.
Keeler.
Fallon.
Mound House.
*Fernley.
Susanville.

*Susanville Subdivision trains only will register at Fernley.

At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

Westward trains will leave registering ticket, Form 2642, with operator Lucin and Rose Creek, who will register for them. Eastward trains will leave registering ticket, Form 2642, with operator Nenzel who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Nenzel except when run over eastward track; but this does not relieve them from checking register at Nenzel, Rose Creek and Lucin when required by the rules. Trains will stop and register when above offices are closed.

TRAIN AND AIR INSPECTION.

Eastward freight trains will approach under control and will stop at Clark and Tioga for trainmen to examine their train.

In addition to tests at initial stations, air brakes on all trains must invariably be tested from rear of train at Mt. Montgomery and on all eastward freight trains at Valley Pass, and on westward freight trains at Moor.

On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells and Valley Pass and Montello maximum load allowable will be one hundred and fifty (150) M's per operative brake.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SIGNALS.

Trains stopped by automatic block signals will be governed by Rule 504.

On single track wait 5 minutes before proceeding in manner specified in the rule.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26/40-30 394	4000 to 4016	53	43050 "
MC-57 26/40-30 398	4017 to 4028	53	43050 "
MC-57 26/40-30 401-s	4029 to 4043	53	43500 "
MC-57 26/40-30 395-s	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limit specified below.

SPEED RESTRICTIONS.

Speed of passenger trains must not exceed 50 miles per hour at any point.

Speed of freight trains must not exceed 35 miles per hour at any point.

Maximum speed of any locomotive running backward will be on main line 25 miles per hour, on branch lines 15 miles per hour.

All trains will reduce speed to 15 miles per hour when using cross-overs or turnouts.

Extra trains must not exceed 25 miles per hour between Corinne Junction and Kelton and 20 miles per hour between Kelton and Umbria Junction.

No. 9 reduce speed to 10 miles per hour passing Elko station.

Trains will not exceed 15 miles per hour on descending grades between Tonopah Junction and Queen.

Eastward trains must run under control through tunnel 3 miles east of Mt. Montgomery.

	Passenger Miles per Hour	Freight Miles per Hour
One mile West of Little Mountain, Bear River Bridge	30	20
Bear River Bridge	20	12
Bear River Bridge, East switch at Promontory Point	30	20
West switch at Saline, East end Great Salt Lake Trestle	30	20
Between East end and West end of Great Salt Lake Trestle	20	12
West end of Great Salt Lake Trestle, Lakeside	30	20
East switch at Loray, West switch at Tioga	40	20
West switch at Moor, Wells	40	20
3 miles West of Tyrol, 1 mile West Palisade	35	25
Eglon, Tule	40	25
One mile West of Fernley, Derby	40	25
Hazen to Churchill	35	25
Churchill to one mile West of Thorne	40	30
One mile West of Thorne to 1 mile West of Kinkead	35	25
One mile West of Kinkead to Mina	20	15
Mound House to Dayton	20	15
Churchill to Canty	20	15
Mina to Tonopah Junction	40	30
Fernley to Flanigan	40	30

Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca and Lovelock.

Freight trains and helpers will not exceed 20 miles per hour Valley Pass to Montello or Moor to Wells or from top Tecoma Hill (M-P 672) to one mile east Gartney (M-P 675.)

Passenger trains will reduce speed to 30 and freight to 15 miles per hour through all tunnels.

Trains must reduce speed to 10 miles per hour between 21st and 28th Streets, Ogden Yard, and must not stop less than 50 feet before crossing any other line of railroad, and must cut all crossings full width of streets when necessary to block crossing 10 minutes or more.

LOCATION OF OVERHEAD STRUCTURES.

M. P.	Description	No.	Over	East of
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
269.44	Bridge	13	Truckee River	Derby
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
315.31	Bridge		Carson River	Pawnee, N. & C. Br.
460.56	Tunnel			Mt. Montgomery N. & C. Br.
302 80	Bridge		Carson River	Fallon Branch
302.50	Bridge		Government Canal	Fallon Branch

JUNCTION SWITCHES.

Switch at end of double track at Nenzel will be set for westward track.

Switch at end of double track at Rose Creek will be set for westward track.

Switches at each end of double track, Lakeside and Great Salt Lake trestle, will be set for westward track.

Switches at each end of double track, Montello and Lucin, will be set for eastward track.

Switch at Cecil Junction will be set for westward track.

Switch at Weber Junction will be set for eastward track.

Time of eastward trains at Rose Creek will apply at double track switch.

MISCELLANEOUS.

Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.

Trailing point cross-over (no siding) at Mill City.

Trailing point cross-over at Tecoma.

Trailing point siding at Grouse.

Passengers will not be carried on freight trains except persons in charge of live stock, employes with annual or quarterly passes or employes with trip passes so endorsed by person issuing them.

Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching tunnels, and where view is obstructed.

Freight trains must use retainers, Moor to Wells, and Valley Pass to Montello, freight and mixed trains, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Mt. Montgomery to Queen, Mt. Montgomery to Tonopah Junction. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

Attention of all employes is directed to list of overhead structures on Page 9 and trainmen are notified that it is dangerous to stand on high cars in passing through them.

Telephones are placed in some non-telegraph stations to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	All.
Dr. R. S. Joyce, Division Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. J. R. Morrell, Assistant Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. S. L. Brick, Oculist and Aurist	Ogden, Utah	All.
Dr. D. W. Henderson, Emergency Surgeon	Brigham City, Utah	
Dr. H. A. Paradis, District Surgeon	Montello, Nev	Lucin to Cobre.
Dr. A. C. Olmsted, District Surgeon	Wells, Nev	Cobre to Tulasco.
Dr. F. M. Flinn, District Surgeon	Deeth, Nev	Tulasco to Halleck.
Dr. A. J. Hood, District Surgeon	Elko, Nev	Halleck to Moleen.
Dr. C. W. West, District Surgeon	Elko, Nev	Halleck to Moleen.
Dr. T. H. Harper, District Surgeon	Carlin, Nev	Moleen to Beowawe.
Dr. S. R. Clark, District Surgeon	Battle Mountain, Nev	Beowawe to Golconda.
Dr. P. J. Mangan, District Surgeon	Winnemucca, Nev	Golconda to Cosgrave.
Dr. J. S. Webster, District Surgeon	Imlay, Nev	Cosgrave to Rye Patch.
Dr. J. A. Russell, District Surgeon	Lovelock, Nev	Rye Patch to Hazen.
Dr. J. A. Ascher, District Surgeon	Sparks, Nev	Hazen to Reno.
Dr. W. L. Kistler, Assistant Surgeon	Sparks, Nev	
Dr. W. H. Hood, District Surgeon	Reno, Nev	Sparks to Reno.
Dr. S. K. Morrison, Assistant Surgeon	Reno, Nev	
Dr. H. A. Brown, Oculist and Aurist	Reno, Nev	
Dr. E. A. Jackman, District Surgeon	Wadsworth, Nev	Wadsworth.
Dr. J. C. Ferrell, District Surgeon	Fallon, Nev	Fallon to Hazen.
Dr. E. A. Drucks, District Surgeon	Susanville, Cal	
Dr. M. A. Williamson, District Surgeon	Lone Pine, Cal	Keeler to Zurich.
Dr. G. P. Doyle, District Surgeon	Bishop, Cal	Zurich to State Line.
Dr. F. C. Pache, District Surgeon	Mina, Nev	State Line to Hazen.
Dr. T. F. Hassett, District Surgeon	Dayton, Nev	Rio Vista to Moundhouse.

HOSPITALS

General Hospital, San Francisco, Cal. Division Hospital, Dee Memorial Hospital, Ogden, Utah. Emergency Hospitals, Sparks, Nev., Mina, Nev.

RATING OF LOCOMOTIVES IN M's BACK OF TENDER OF 1,000 POUNDS.

CLASSIFICATION	ENGINE NUMBERS	THROUGH RATING								LOCAL RATING		
		Boiler Pressure	Sparks and Imlay Imlay to Carlin Ogden to Montello	Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Mina and Keeler Narrow Gauge	Sparks and Imlay Imlay to Carlin Ogden to Montello	Carlin and Montello	Carlin to Imlay Montello to Ogden
M—63 21/28 144	1725 to 1803 Simple	195	3[illegible]80	1520	3820					3820	1580	4220
M—63 15½-26/28 144	1730 to 1802	200	3310	1510	3750	1702	2384	682		3730	3280	3730
T—57 18/24 72	2006	150	1815	795	2105	1000	1400	400				
T—57 18/24 83	2156 to 2173	160	1945	860	2245							
T—63 19/24 105	2221 to 2234	160	1910	830	2210							
T—63 20/26 112	2235 to 2273	180	2680	1190	2970	1500	2100	600				
T—69 21/28 149	2283 to 2300	200	3275	1410	3555							
P—77 22/28 141	2400 to 2452	200	3185	1330	3450							
A—84 15-25/28 110	3000 to 3009	200	2265	975	2695							
A—81 20/28 105	3049 to 3065	200	2525	1095	3035							
C—57 22/30 187	2513 to 2599 & 2752 to 2836	200	4120	1890	4675					4675	1960	5135
C—57 22/30 184	2698 to 2751	200	4120	1890	4675					4675	1960	5135
MK—57 23¾-30 205	3200 to 3228	180	4200	1895	4780					4780	1965	5360
E—44 14/18 32	3 to 10								160			
M—44 14/18 42	11 to 12								200			
C—36 15/18 51	13								240			
T—48 16/20 56	14 to 17								280			

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

	Wood	Steel
Baggage, Mail and Express	66 Ms	93 Ms
Baggage and Passenger	54 Ms	
Baggage	75 Ms	88 Ms
Business	105 Ms	
Buffet Cars	114 Ms	146 Ms
Chair Cars	87 Ms	98 Ms
Coaches, 1st Class	71 Ms	92 Ms
Coaches, 2d Class	47 Ms	
Dynamo	94 Ms	105 Ms
Dining Cars	128 Ms	146 Ms
Horse Express	81 Ms	
Observation Cars	122 Ms	150 Ms
Postal Cars (60 ft.)		110 Ms
Postal Cars (40 ft.)		77 Ms
Pullman Parlor Cars	121 Ms	
Pullman Standard Sleepers	128 Ms	150 Ms
Pullman Tourist Sleepers	94 Ms	143 Ms
Tea and Silk	48 Ms	

DISPATCHERS

H. L. BELL	Asst. Supt.,	Ogden, Utah
W. J. TOY	" "	" "
H. W. WISTNER	" "	" "
OTIS WEEKS	" "	" "
F. C. SMITH	" "	Sparks, Nev.
S. E. CANADY	" "	" "
G. GEIGER	" "	Imlay "
G. H. MOORE	" "	Mina "

Carlin and Montello Sub-Divisions.

W. H. McBean,	Chief Train Dispatcher	Ogden
C. M. Sewell,	Train Dispatcher	"
H. H. Hoover	" "	"
L. J. Andrews	" "	"
E. Miller	" "	"
H. E. Hiner	" "	"
W. M. Johnson	" "	"

Sparks, Imlay, Mina and Susanville Sub-Divisions.

L. L. Brown,	Chief Train Dispatcher	Sparks
F. F. Small,	Asst. Chief Train Dispatcher	"
T. W. Fitzgerald,	Train Dispatcher	"
J. E. Drummond	" "	"
H. G. Valleau	" "	"
B. N. Twaddle	" "	"
H. F. McDonald	" "	"
G. G. Porter	" "	"
A. A. Willison	" "	"

T. F. ROWLANDS,
Superintendent, Ogden, Utah.

MILEAGE.

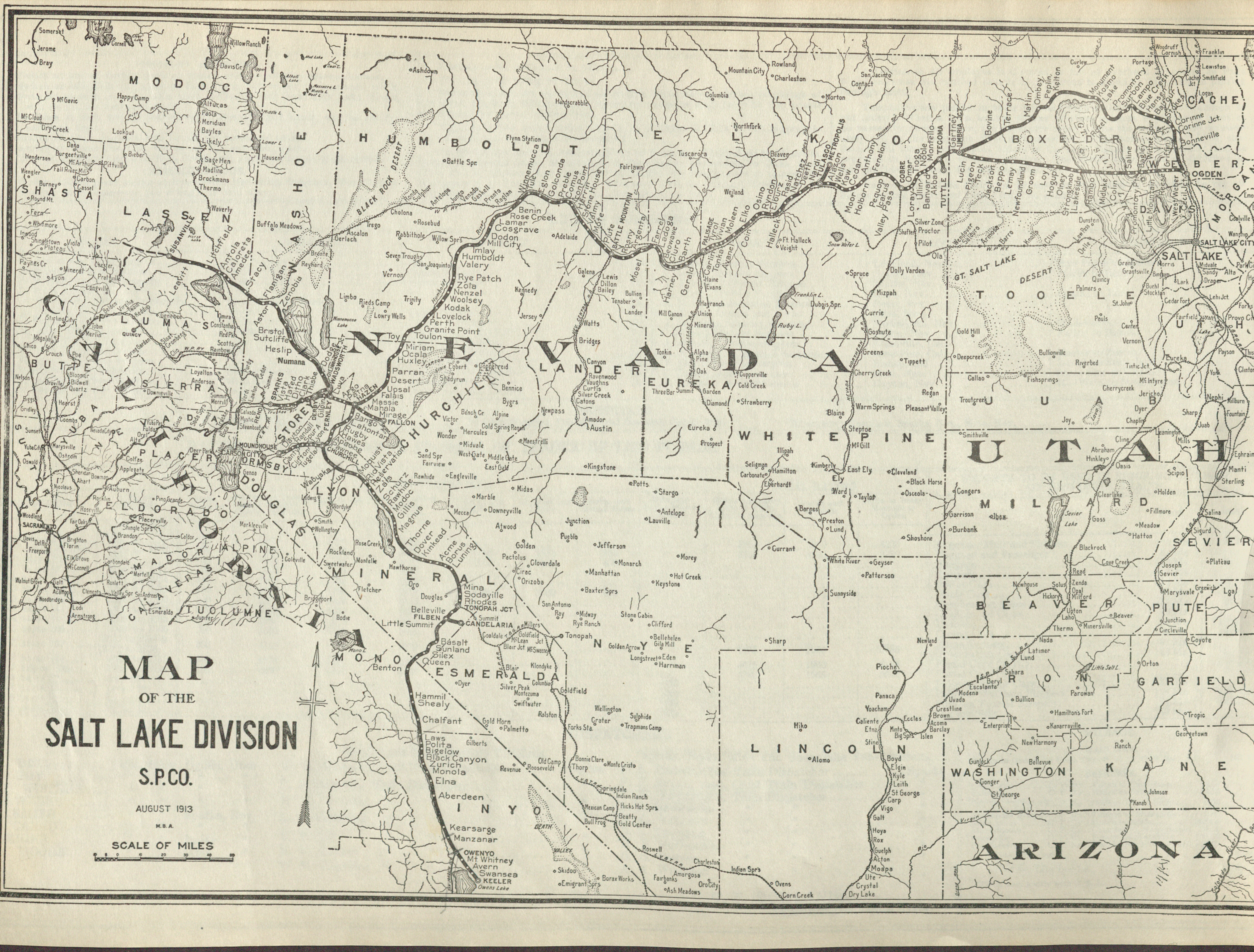
MAIN LINE.

Sparks to Ogden, via Lucin Cut-off	C. P. Ry			537.19

BRANCHES.

Candelaria	C. P. Ry	Filben to Candelaria	5.51	
Fallon	C. P. Ry	Hazen to Fallon	15.92	
*Malad Valley (O. S. L. R. R.)	C. P. Ry	Corinne Jct. to Brigham	3.98	
Metropolis Branch	C. P. Ry	Tulasco to Metropolis	7.89	
Mina	C. P. Ry	Hazen to Keeler	288.64	
Moundhouse	C. P. Ry	Churchill to Moundhouse	26.21	
Susanville	C. P. Ry	Fernley to Susanville	106.03	
Promontory	C. P. Ry	Umbria Jct. to Cecil Jct.	146.80	
Total Branches				600.98
Total Salt Lake Division				1,138.17

*Track used jointly with O. S. L.


NEVADA
UTAH
CALIFORNIA
ARIZONA
MODOC
LASSEN
SHASTA
PLUMAS
BUTTE
SIERRA
YUBA
NEVADA
SUTTER
PLACER
EL DORADO
AMADOR
ALPINE
CALAVERAS
TUOLUMNE
MONO
INYO
WASHOE
HUMBOLDT
ELKO
LANDER
EUREKA
WHITE PINE
CHURCHILL
STOREY
ORMSBY
DOUGLAS
LYON
MINERAL
ESMERALDA
NYE
LINCOLN
BOX ELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
UTAH
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
IRON
GARFIELD
WASHINGTON
KANE
GT. SALT LAKE DESERT
BLACK ROCK DESERT
DEATH VALLEY
OGDEN
SALT LAKE CITY
SACRAMENTO
CARSON CITY
SPARKS
WADSWORTH
FERNLEY
HAZEN
FALLON
WINNEMUCCA
BATTLE MOUNTAIN
PALISADE
ELKO
METROPOLIS
COBRE
TECOMA
LUCIN
CORINNE
MINA
TONOPAH JCT
TONOPAH
GOLDFIELD
OWENYO
KEELER
Owens Lake
Pyramid Lake
Great Salt Lake
Sevier Lake
W.P. RY

MAP
OF THE
SALT LAKE DIVISION
S.P.CO.

AUGUST 1913

M.S.A.

SCALE OF MILES

0 10 20 30 40 50